



Public Notice

U S Army USACE
of Engineers
Huntington District

In reply refer to Public Notice No. 200100088 Issuance Date:
March 23, 2005

Stream: Unnamed Tributary Elk River Closing Date:
April 22, 2005

Please address all comments and inquiries to:

U.S. Army USACE of Engineers, Huntington District

ATTN: CELRH-OR-F Public Notice No. (*reference above*)

502 Eighth Street

Huntington, West Virginia 25701-2070

Phone: (304) 399-5710

PUBLIC NOTICE: The purpose of this public notice is to inform you of a proposal for work in which you might be interested. It is also to solicit your comments and information to better enable us to make a reasonable decision on factors affecting the public interest. We hope you will participate in this process.

REGULATORY PROGRAM: Since its early history, the U.S. Army Corps of Engineers (USACE) has played an important role in the development of the nation's water resources. Originally, this involved construction of harbor fortifications and coastal defenses. Later duties included the improvement of waterways to provide avenues of commerce. An important part of our mission today is the protection of the nation's waterways through the administration of the USACE Regulatory Program.

SECTION 10: The USACE is directed by Congress under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) to regulate all work or structures in or affecting the course, condition or capacity of navigable waters of the United States (U.S.). The intent of this law is to protect the navigable capacity of waters important to interstate commerce.

SECTION 404: The USACE is directed by Congress under Section 404 of the Clean Water Act (33 USC 1344) to regulate the discharge of dredged and fill material into all waters of the United States, including wetlands. The intent of the law is to protect the nation's waters from the indiscriminate discharge of material capable of causing pollution and to restore and maintain their chemical, physical and biological integrity.

TO WHOM IT MAY CONCERN: The following application has been submitted for a Department of the Army Permit under the provisions of Section 404 of the Clean Water Act. This notice serves as the USACE request to the West Virginia Department of Environmental Protection to act on Section 401 Water Quality Certification for the following application.

APPLICANT: Central West Virginia Regional Airport Authority
Yeager Airport
100 Airport Road, Suite 175
Charleston, West Virginia 25311

LOCATION: The proposed project would be located approximately 3 miles northeast of Charleston, Kanawha County, West Virginia. Interstates 77 and 79 provide access to the region from the north and south, while Interstate 64 supplies access to the area from the east and west. The proposed project would result in disturbances to unnamed tributaries of Elk River and Coonskin Branch. The unnamed tributaries of Elk River and Coonskin Branch ultimately flow into the Elk River, a navigable (Section 10) water of the U.S.

DESCRIPTION OF THE PROPOSED WORK: The applicant proposes to place fill material into approximately 0.49 acre of waters of the U.S. in conjunction with the expansion of the Yeager Airport in Charleston, West Virginia. The proposed expansion would include the widening of an existing taxiway (A), extending a runway (5/23), and constructing additional parking areas. Federal Aviation Administration (FAA) design standards (FAA Advisory Circular 150/5300-13, *Airport Design*) suggest that, for the size aircraft that regularly serve, or are forecasted to serve, Yeager Airport, the separation distance between the Runway 5/23 centerline and the Taxiway "A" centerline should be 400 feet. Runway 5/23, which is 6,302 feet long by 150 feet wide, functions as the primary runway for air carrier, military, and corporate aviation activity. Runway 5/23 is equipped with high intensity runway lights and is served by a parallel taxiway (A) with medium intensity taxiway lights. The existing separation between the Taxiway A centerline and the Runway 5/23 centerline ranges from approximately 215 feet at the northeastern end to 275 feet at the southwestern end, which is a substandard condition. The airport design standards appropriate to this particular project are the runway to parallel taxiway centerline separation, the runway safety area (RSA), and the runway obstacle free zone (OFZ). The RSA is a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. This represents a distance to satisfy the requirement that no part of an aircraft (tail tip, wing tip) on taxiway/taxilane centerline is within the RSA or penetrates the OFZ. The OFZ is the airspace below 150 feet above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual navigation aids. Approximately 2,200 feet of Taxiway A is within the RSA and OFZ. The proposed taxiway development activities would be parallel to the southern side of Runway 23 while Borrow Area #4 would be north of the runway. A portion of the limit of disturbance for the taxiway separation would extend beyond airport property to the south. A description of the proposed expansion activities is below.

RUNWAY 5: The proposed project would involve improvements to the RSA for the purpose of enhancing the safety of Runway 5. Currently, the Runway 5 RSA length is substandard according to the FAA standards. The RSA would be extended from 138 feet to 520 feet while the width, which is 500 feet, would remain constant. An Engineered Material Arresting System (EMAS), with a length of 430 feet and width of 170 feet, would also be utilized. The EMAS would further enhance safety by stopping an overrunning aircraft. Due to the current topography at Runway End 5, fill material would be required to produce the 2:1 to 1:1 slopes of the proposed project. Approximately 800,000 cubic yards of fill would be removed from a borrow area located northeast of the proposed RSA on the airport property and placed at Runway End 5 where it would be graded for the RSA and surrounding slopes. In total, expansion of Runway 5 would result in adverse impacts to approximately 702 linear feet of perennial streams and 50 linear feet of ephemeral streams as detailed on the table below.

| STREAM ID NO. | TYPE OF STREAM | LENGTH (FT) | AREA (ACRES) |
|---------------|----------------|-------------|--------------|
| N | Perennial | 414 | 0.010 |
| O | Perennial | 288 | 0.007 |
| P | Ephemeral | 50 | 0.001 |
| | | 752 | 0.018 |

RUNWAY 23 & TAXIWAY "A": The proposed project would involve improvements to the RSA for Runway 23 and the relocation of Taxiway "A." Currently, the Runway 23 RSA has a length of 192 feet and a width of 500 feet. According to FAA design standards, the RSA should have a length of 1,000 feet and a width of 500 feet. The required RSA is based on the Airport Reference Code (ARC), which is determined by the aircraft approach category and the airplane design group. Due to the existing configuration of the airport and associated buildings, the required distances cannot be met; however, the RSA would be improved to enhance safety with the placement of embankment material. The FAA has approved a separation distance of 325 feet for this project. The relocation of the taxiway would also involve the placement of fill material. Fill material for the proposed expansion activity would be collected from a borrow area located on airport property.

Approximately 1,700,000 cubic yards of fill would be removed from the borrow area and placed off the end of Runway 23 and the outer side of Taxiway "A" to accommodate the proposed RSA. In total, expansion of Runway 5 would result in adverse impacts to approximately 1,570 linear feet of perennial streams as detailed on the table below.

| STREAMS | | | |
|---------|----------------|--------------|--------------|
| ID No. | Type of Stream | Length (ft) | Area (acres) |
| J | Perennial | 1,037 | 0.048 |
| K | Perennial | 533 | 0.018 |
| | | 1,570 | 0.066 |

Additionally, the proposed relocation of Taxiway "A" would result in adverse impacts to approximately 0.33 acre of wetlands, 371 linear feet of perennial streams, 907 linear feet of intermittent streams and 389 linear feet ephemeral streams as detailed on the tables below.

| WETLANDS | |
|--------------|--------------|
| ID No. | Area (acres) |
| W1 | 0.146 |
| W2 | 0.159 |
| W5 | 0.007 |
| W6 | 0.012 |
| W7 | 0.006 |
| TOTAL | 0.33 |

| STREAMS | | | |
|--------------|----------------|---------------|--------------|
| ID No. | Type of Stream | Length (feet) | Area (acres) |
| A | Perennial | 345 | 0.032 |
| B | Intermittent | 425 | 0.010 |
| C | Ephemeral | 389 | 0.009 |
| C | Intermittent | 123 | 0.006 |
| D | Intermittent | 34 | 0.001 |
| E | Intermittent | 234 | 0.016 |
| F | Intermittent | 91 | 0.006 |
| G | Perennial | 26 | 0.002 |
| TOTAL | | 1,667 | 0.081 |

The purpose of this proposed project is to correct a substandard separation distance between the Runway 5/23 and Taxiway A centerlines as defined in the FAA design standards. Plans for the proposed project are attached to this public notice.

ALTERNATIVE ANALYSIS: This project is not considered to be water dependent; therefore, the applicant is required to show that other less damaging practicable alternatives are not available that would achieve the overall project purpose. No permit will be issued until our review of the alternative analysis clearly shows that upland alternatives are not available to achieve the overall project purpose.

MITIGATION PLAN: To date, a compensatory mitigation plan has not been submitted to this office for review.

WATER QUALITY CERTIFICATION: A Section 401 Water Quality Certification is required for this project. It is the applicant's responsibility to obtain certification from the West Virginia Department of Environmental Protection.

HISTORIC AND CULTURAL RESOURCES: The National Register of Historic Places (NRHP) has been consulted and it has been determined there are no properties currently listed on the register that are in the area affected by the project. A copy of this public notice will be sent to the SHPO for their review. Additional comments concerning archeological sensitivity of a project area should be based upon collected data.

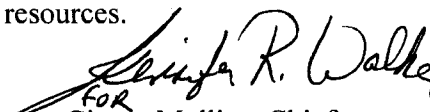
ENDANGERED/THREATENED SPECIES REVIEW: Two federally listed endangered species, the Indiana bat (*Myotis sodalis*) may occur within the project area. To avoid incidental take of the Indiana bat, the applicant proposes to conduct all timber removal operations within the proposed project area during the bat's hibernation period between November 15 and March 31 for the life of the proposed construction activities. This public notice serves as a request to the U.S. Fish and Wildlife Service for any additional information they may have on whether any listed or proposed to be listed endangered or threatened species may be present in the area which would be affected by the activity, pursuant to Section 7(c) of the Endangered Species Act of 1972 (as amended).

PUBLIC INTEREST REVIEW AND COMMENT: Any person who has an interest that may be adversely affected by the issuance of a permit may request a public hearing. The request must be submitted in writing to the District Engineer on or before the expiration date of this notice and must clearly set forth the interest which may be adversely affected and the manner in which the interest may be adversely affected by the activity. This application will be reviewed in accordance with 33 CFR 320-331, the Regulatory Program of the USACE, and other pertinent laws, regulations, and executive orders. Our evaluation will also follow the guidelines published by the U. S.

Environmental Protection Agency pursuant to Section 404(b)(1) of the CWA. Interested parties are invited to state any objections they may have to the proposed work. The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit that reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors that may be relevant to the proposal will be considered including the cumulative effects thereof; of those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people. Written statements on these factors received in this office on or before the expiration date of this public notice will become a part of the record and will be considered in the final determination. A permit will be granted unless its issuance is found to be contrary to the public interest.

SOLICITATION OF COMMENTS: The USACE is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. For accuracy and completeness of the administrative record, all data in support of or in opposition to the proposed work should be submitted in writing setting forth sufficient detail to furnish a clear understanding of the reasons for support or opposition. Any comments received will be considered by the USACE to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

CLOSE OF COMMENT PERIOD: All comments pertaining to this Public Notice must reach this office on or before the close of the comment period listed on page one of this Public Notice. Comments and requests for additional information should be submitted to Mrs. Teresa Spagna, Project Manager, South Regulatory Section, CELRH-OR-FS, USACE Huntington District, 502 Eighth Street, Huntington, West Virginia 25701-2070. Please note names and addresses of those who submit comments in response to this public notice become part of our administrative record and, as such, are available to the public under provisions of the Freedom of Information Act. Thank you for your interest in our nation's water resources.


FOR
Ginger Mullins, Chief
Regulatory Branch

(W)



Project # 00-1800-0648

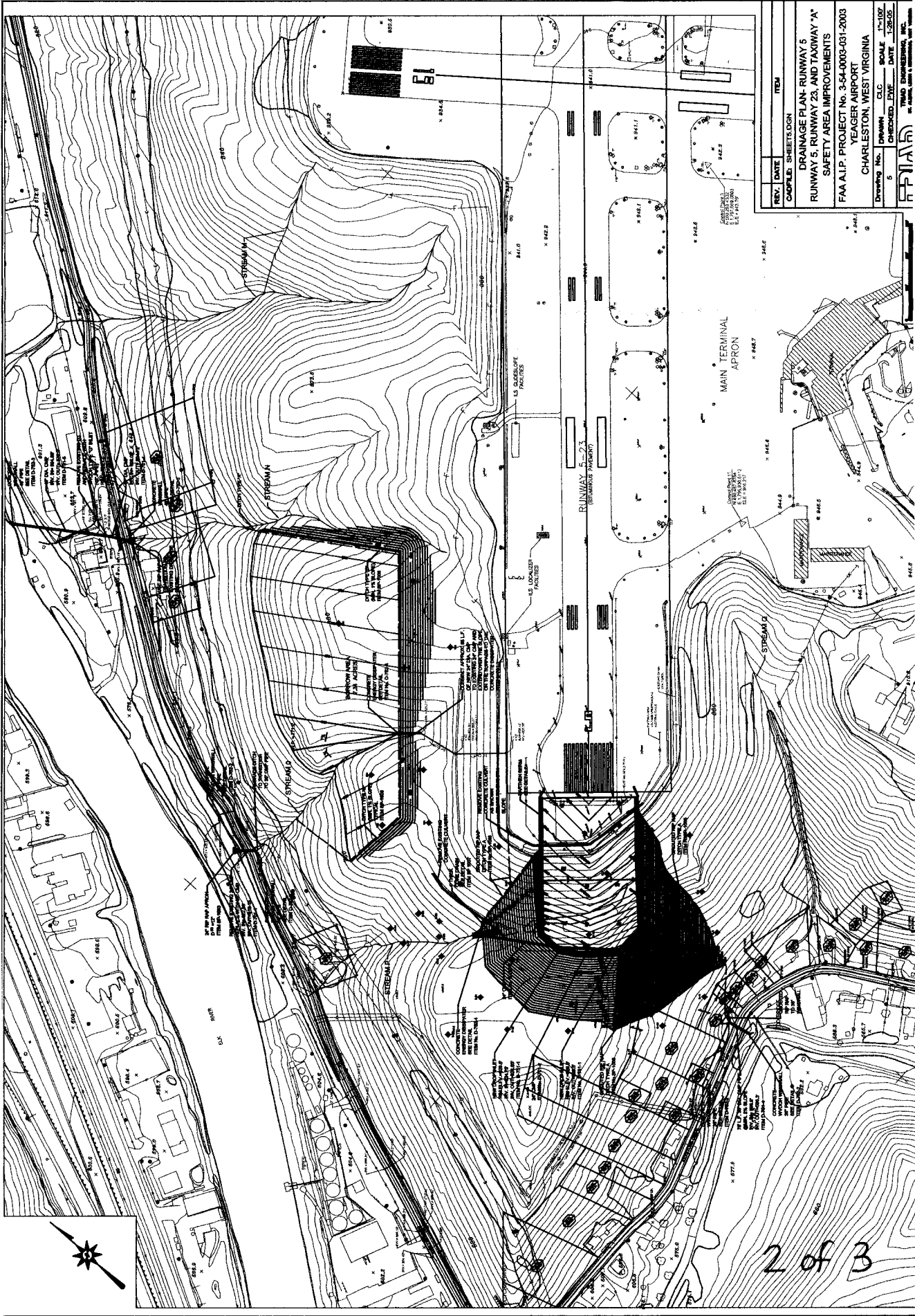
Scale: 1"=2000'



L. Robert Kimball & Associates

Project Location Map
Yeager Airport Taxiway
Relocation Project
Elk Township
Kanawha County, WV

10/31/00
 U.S.G.S. 7.5 minute series
 Big Chimney & Charleston
 East, WV Quadrangles



| REV. | DATE | DESCRIPTION | ITEM |
|------|----------|---|------|
| 1 | 01/01/00 | DRAINAGE PLAN - RUNWAY 5 | |
| 2 | 01/01/00 | RUNWAY 5, RUNWAY 23, AND TAXWAY "A" | |
| 3 | 01/01/00 | SAFETY AREA IMPROVEMENTS | |
| 4 | 01/01/00 | FAA AIP, PROJECT No. 3-54-0003-031-2003 | |
| 5 | 01/01/00 | YEAGER AIRPORT | |
| 6 | 01/01/00 | CHARLESTON, WEST VIRGINIA | |
| 7 | 01/01/00 | DRAWN C.L.G. | |
| 8 | 01/01/00 | CHECKED J.W.E. | |
| 9 | 01/01/00 | SCALE 1"=100' | |
| 10 | 01/01/00 | DATE 12/20/00 | |
| 11 | 01/01/00 | TIMEO ENGINEERING, INC. | |
| 12 | 01/01/00 | 10000 10000 10000 10000 | |

